



Linking Long Island and New England since 1975

November 13, 2019

Mr. David Kooris
Deputy Commissioner
State of Connecticut
Department of Economic and Community Development
450 Columbus Boulevard, Suite 5
Hartford, CT 06103

URGENT – FOR IMMEDIATE ATTENTION

Dear Deputy Commissioner Kooris:

Cross Sound Ferry (CSF) has spent months articulating concerns about the proposal to dock an "installation vessel" (475 ft long x 175 ft wide) across the southern end of the State Pier and CV pier. This vessel was reportedly the largest installation vessel in the world. CSF's analysis of the proposal indicates that the use of "south berth" on the ends of State Pier and CV pier creates a maneuvering interference in the federal channel that obstructs and reduces the usefulness of the ferry loading slips at the northern portion of the CSF terminal which are critical for present operations and future growth. This analysis is based on the information contained in the Joint Permit Application submitted to CTDEEP and ACOE in May 2019. This application contains drawings (page 635 of 640, "PROPOSED PLAN") that depict the installation vessel located such that its south west corner is approximately 150' away from the west side of the CV pier and 180' south of the face of the pier. To test the impacts of this location on our operation, we placed a buoy in the location of the south west corner of the proposed installation vessel and obtained feedback from our captains. Their feedback further confirmed our concerns about the interference this would create with our vessels' maneuvering. We have conveyed these concerns during multiple meetings with representatives from CPA, Orsted, and Eversource. We have demonstrated and shared these issues with members of the regional legislative delegation including members of the Transportation and Energy committees. Congressman Joe Courtney is also aware of our concerns.

Recently we received a new plan titled "CSF PROPOSED ADJUSTMENTS" from state officials that depicts alterations to our ferry terminal that might mitigate the interference caused by the installation vessel. Upon closer inspection, we discovered that this plan now depicts a MUCH LARGER installation vessel (560 ft long x 185 ft wide) that is located even CLOSER to our ferry terminal. Not only is the vessel larger, but it's mooring location has been shifted approximately 75 feet closer to our ferry terminal, and approximately 20 feet farther south into the maneuvering area of the ferries. This change of vessel size and location is TOTALLY CONTRARY to the concerns we have repeatedly expressed and MAGNIFIES OUR CONCERNS significantly. It also flies in the face of any previous and somewhat productive conversations we have had with members of CPA, Eversource and Orsted. We

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have also learned from a navigational impact meeting that the installation vessel becomes virtually 300 feet wide when loaded. We have not seen a plan that depicts this, but it would obviously interfere with our maneuvering area even more so if expanded to 300 feet wide. Furthermore, it was reported that the vessel will be docked at the south end of the State and CV piers **as many as 72 days per year, as opposed to the 20 days per year which was described to us previously.**

Before CSF can entertain any suggestions about changes to its ferry terminal, the above problem must be addressed. Why has the vessel size and location changed? Why was CSF not explicitly informed of this change, particularly during our analysis of the impacts of the vessel? Why was this not depicted in the DEEP permit application? Why has the vessel location been moved closer to CSF? How will the vessel mooring location and footprint change when loaded with 300-foot-wide components? What area will the installation vessel maneuver in when undocking in the 300-foot-wide configuration? Why have the number of docking days of the installation vessel changed from the original 20 as reported to now a minimum of 72 days a year?

Needless to say, we are extremely disappointed with this apparent change which significantly aggravates our concerns. We hope that we can be provided with answers to the above questions. We further hope to be given access to a person or persons who can accurately and specifically commit to what actually is being proposed along the south end of the newly constructed pier facility.

Sincerely,



John P. Wronowski
President, Cross Sound Ferry Services

Cc: Gov. Ned Lamont
Hon. Joe Courtney
Mayor Michael Passero – City of New London
Konstantinos Diamantis - OPM
Paul Hinsch - OPM
Gareth Bye - OPM
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Matthew Morrissey - Orsted